



LEE'S SUMMIT MISSOURI



POLICE DEPARTMENT

To: Chief Travis Forbes
From: Major Mike Childs
CC: NA
Date: February 17, 2017
Re: 2016 Biased Based Policing Analysis

I have completed the analysis of the 2016 Biased Based Policing Statistics for the Lee's Summit Police Department. The analysis is a review of all sworn officer traffic stops and investigative vehicle stops with regard to minority contacts. The time range of the analysis was January 1, 2016 through December 31, 2016.

During the reporting period of 2016, Lee's Summit Police Officers conducted a total of 17,328 car stops:

- White drivers accounted for 13,302 (76.8%);
- Black/African American drivers accounted for 3,205 (18.5%);
- Asian drivers accounted for 147 (.90%);
- Hispanic/Latino drivers accounted for 168 (.80%);
- American Indian/Alaskan Native drivers accounted for 14 (.08%); and
- Other drivers accounted for 492 (2.83%).
- Additionally, Lee's Summit residents accounted for 7,841 or 49.79% of all stops.

Thus, in 2016, the total minority drivers to include the category of 'Other' represented 23.23% of traffic stops by Lee's Summit police officers, or 5.99% over the 2010 census minority average population for the State of Missouri of 17.24%. This data shows a continual but steady increase from 17.7% in 2011, 18.2% in 2012, 19.1 in 2013, 21.4 in 2014, and 22.83 for 2015. This gradual increase may be associated to the expected change and increase of the minority population for the state not reflected when using a fixed 2010 census figure for comparison.

~~Although the contact percentage continues upward complaints of biased based policing~~
complaints received by the department remain constant, or unchanged at one complaint for 2016.

As our department requirement was to submit such data within the past 30-days the Missouri State Attorney General's Office has not released a current Biased Based Policing report of expected minority population or a current disparity index. Figures or totals listed within previous state reports will be from the 2015 Executive Summary from the State Attorney General's office.

Although dated, the State relies on data from the 2010 census which again reports the minority population for the State of Missouri, over the age of 16 to be 17.24% of the total state population. Additionally, the report released by the state will identify a disparity index. The disparity index is a numerical likelihood that drivers of a given race or ethnic group are stopped based on their proportion of the residential population 16 and older for a defined area, and not on the population of motorists for the entire state. This would be calculated by the percentage of traffic stops for a given population divided by the percentage of that given population. As an example for the state of Missouri, in 2013 African-Americans accounted for 17.50% of all traffic stops but represented 10.90% of the state population sixteen years and older, thus a value on the disparity index of 1.60 ($17.50/10.90$). As a value of 1 would represent no disparity it is assumed then African-Americans were stopped at a rate 60% greater than expected based solely on their proportion of the population sixteen and older.

It should be further understood the disparity index is an estimate of the likelihood drivers of a given race or ethnic group are stopped based on their proportion of the residential population 16 and older, not on the population of motorists on the state's streets, roads and highways. A group's share of the residential population 16 and older may or may not be similar to its proportion of drivers in the reporting area, and when there is a large discrepancy between the two numbers, the disparity index will be skewed.

Additionally, figuring the disparity index for Lee's Summit will have a noticeable margin of error based on a lack of information regarding population numbers. Specifically those numbers related to drivers between 16 and 18 years of age. The figures available for use, from both the U.S. Census Bureau and the City of Lee's Summit base the statistics on 18 years of age and older. So using a total population number for a given race based on our stop figures will cause an inflated disparity index, such as; African-Americans accounted for 18.5% of the 2016 traffic stops and account for 9% of the Lee's Summit population, again from the last estimate of six years past. So the Lee's Summit figures would be 18.5 divided by 9 for an index slightly over 2. Again, as a value of 1 would represent no disparity it is assumed then African-Americans were stopped at a 100% greater rate than other drivers as more realistic population numbers are not determined as quickly as actual contact percentages. Using the same equation format for total minority stops in Lee's Summit, not specific to one race, the disparity index would be 1.42, or that overall minorities were 42% more likely to be stopped than compared to white drivers. This again is using total population numbers without adjusting for drivers 16 years of age and older.

Another consideration, as our contact percentages above are compared to a population estimated from a 2010 census report we sought out additional factors of comparison directly related to the

City of Lee's Summit itself. A close comparator would be the reported minority population of the Lee's Summit R-7 School District and student demographics. The student population is reported annually through the Missouri Department of Elementary and Secondary Education and is listed below. Even though these figures may not represent motor vehicle operators over the age of sixteen, it is more of a community mirror to our adult driving population of parent for child.

Lee's Summit R-7 Student Demographics for 2016

- Total Student Population - 17,739
- African American - 11.8%
- White - 75.5%
- All Other (Hispanic, Asian, Indian, Multi-race and Pacific Islander) - 12.7%

The factors of more than one student in the district, one parent households, and the senior population of our community may alter overall numbers, placing the school district minority attendance percentage at 24.5%, or above our minority contact percentage. Comparing this with the City of Lee's Summit Development Plan listed below which estimates the city's minority population for 2015 (2016 report not completed until spring of 2017) at 16.25% which may be a more assumptive overall snapshot of our current minority total population. This would place our current minority contact rate of 23.23% on traffic stops between two other estimated figures of the city's minority population percentage and the school districts attendance percentage.

Lee's Summit City Population Demographics for 2016

- Total Population - 93,618
- African American - 9%
- White - 83.75%
- All Other (Hispanic, Asian, Indian, Multi-race and Pacific Islander) - 7.25%

Outside of population number fluctuation between estimates we must look at additional factors which may increase our minority contacts beyond our city population percentages. The first factor would be to understand the transitory or pass-through population which travels through Lee's Summit each day. This is reflected in our total stop numbers which show of 7,904 of the 17,328 or just over 45% reside outside of Lee's Summit city limits. Lee's Summit is served by four major highway corridors including I-470, M350/US 50, M-291, and M-150 with 14 interchanges. As a suburban community to the greater Kansas City metro area the highways are a direct link to the urban core providing convenient ingress and egress. This highway corridor also provides the additional factor of increased urban consumers seeking safe and convenient retail shopping and employment. As the city of Lee's Summit has increased its retail foot print on our west city limits this is in contrast to the number of retail stores closing in Kansas City. So the

highways provide the direct conduit to a safe shopping environment or employment opportunity for the urban population coming from south Kansas City and Grandview. This influx of retail traffic not only accounts for more vehicles, thus more vehicle stops, but increases the minority population as well surrounding our biggest traffic concern related to our shopping district.

With understanding the highways provide the conduit for pass through population for work and retail, and these areas of work and retail are high traffic flow concerns, then bordering community minority populations need to be examined as they may affect the City of Lee's Summit. The greatest increase for the city retail footprint, and employment opportunities, has been the west side of town which borders the communities of Kansas City and Raytown, with a close connection to Grandview. These communities have stark minority population differences as compared to Lee's Summit. As an example using only the African American population, Kansas City Missouri estimates their population above 29%, Raytown reports 25%, and Grandview reports an African American population over 41%. When analyzing the population for these surrounding communities it demonstrates the population for just African Americans exceeds our 23.23% related to traffic stops for all minority contacts. With the minority population differences of surrounding communities even a small percentage of the population coming from these communities for work or entertainment may affect our minority contact percentages beyond our population totals.

For more of an informational purpose a review of statistics by age and gender of those stopped for investigative or traffic issues was also conducted. The results are:

Age:

Under 18 years old: 1,260
18 to 29 years old: 6,395
30 to 39 years old: 3,629
40 or more years old: 6,044

Gender:

Male: 9,938
Female: 7,390

In addition I reviewed the Biased Based Policing Complaints received by the department and filed by citizens for 2016. I located one complaint: #16-01 associated to a call for service and associated pedestrian check of a black male which actually occurred in November of 2015. So no actual complaints for biased based policing occurred in the calendar year of 2016. The contact originated by a call for service on 11/29/15 from a citizen of the subject, not related by color, walking at night in freezing rain and sleet. Based on the citizens call it was dispatched as a check the welfare call (CAD 15-64472) on an unknown male in a black hoodie and black pants. Contact was made with the subject to ensure his safety and subsequently found to have three active warrants for his arrest. The subject was apprehended for the warrants and transported

without incident. The complaint was exonerated as the officers were responding as dispatched and conducted was expected of them to ensure the subjects safety outside in the elements.

Though increases in minority contacts increase each year the supervisors in the Operations Division continually monitor the officers assigned to their shifts and the traffic unit. Supervisors are required to conduct a quarterly analysis of the patrol strategies and enforcement behaviors for their individual officers and immediately address issues as noted. While statistical disproportion does not solely prove an officer is making vehicle stops based on the perceived race or ethnicity of the driver, the compilation and analysis of data provides an early warning to address activities in the best interest of the community and department. Supervisors will take every opportunity to continually educate officers of the pitfalls of biased based policing and ensure an unbiased approach to traffic enforcement.

In conclusion, the 2016 Biased Based Policing Analysis and review of Biased Based Policing complaints did not substantiate any factual evidence that any particular officer or unit of the Lee's Summit Police Department is practicing biased based policing. Factors indicate outside influences can and do increase our contacts, as well as district assignment and patrol initiatives such as crime reduction efforts.

Professionally,



Major Mike Childs, Operations Commander

Received
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